

IMPLEMENTATION

Both the Town of Wallace and the North Carolina Department of Transportation have responsibility for implementation of the Wallace Thoroughfare Plan. North Carolina General Statutes § 136-66.1 specify which elements of a plan are a State responsibility, and which are a municipal responsibility. In general, the State is responsible for those facilities which will be serving major volumes of through traffic and traffic from outside to major commercial, industrial and institutional areas inside the municipality. Facilities which will serve principally internal travel are to be a municipal responsibility. The municipality is to share in a portion of the right-of-way cost on projects constructed by the State depending upon the degree of benefits to the municipality.

The total estimated cost of projects recommended for improvements under construction priorities in the Wallace Thoroughfare Plan total \$2,301,000. Declining revenues from gasoline taxes as a result of more efficient vehicles being added to the vehicular fleet have greatly reduced the ability of the State to fund improvement projects. In fiscal year 1983 the State's construction program for Interstate, Appalachian, Rural Primary, Urban System, bridge replacement, and safety improvements was limited to matching Federal-aid funds and was estimated to total \$176.9 million statewide. An additional \$40 million was proposed to be expended statewide on Secondary Road construction. Additional revenues generated by a three cent increase in the gasoline tax in 1981 are required to be expended on needed maintenance and resurfacing of existing roads.

Initiative for plan implementation will rest largely with the Town of Wallace. Implementation of the plan will not be an easy task. However, there are a number of procedures, resources, and tools available to the Town which can aid in plan implementation. These include Town funding, Federal revenue sharing or block grants, urban bonds, redevelopment, zoning ordinance, subdivision ordinance, future street line ordinance, advance purchase of rights-of-way, and continued lobbying for State construction of needed facilities which are a State responsibility. The suggested procedures for implementation of the five recommended projects are as follows:

Southerland Street Widening between NC 41 and College Street - This project is a probable State responsibility but will require a strong effort by the Town over an extended period of time. Future street line ordinance, redevelopment, and advance right-of-way purchase all provide opportunities for the Town to reduce project costs and implement the project. Future street lines should be established along the street 30 feet each side of the centerline to insure any new structures are